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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

500 c.c. RACING AT BRANDS HATCH

THE ISLE OF WIGHT C.C.
"DAILY TELEGRAPH" RALLY

THE BLITZKRIEG THAT FAILED

John Bolster on SLIP ANGLES

Russell Lowry—Dr. Vicente Alvarez—A. T. M. Acket—
Wilson McComb
—Philip Smith

Vol. 2 No. 15
April 13, 1951



ANGLO-AMERICAN OIL COMPANY, LIMITED

changes its name to

ESSO PETROLEUM COMPANY, LIMITED

FROM APRIL 6TH the name of the Anglo-American Oil Company, Limited, was changed to Esso Petroleum Company, Limited. The forward policies of the past 63 years will continue; the service to the motorist will expand as the Esso refinery at Fawley—the largest in Europe—comes into full operation.

The Anglo-American Oil Company, Limited, existed long before motor manufacture was an industry. It was the name of a Company vigorous in the development of the use of oil in the lamps of the 80's and 90's. It was the name associated with one of the earliest quality motor spirits. It was the name behind the powerful anti-knock petrol that so improved motoring in the 1930's.

Now in order to bring the Company's name into line with the well-known trade-mark under which Esso products are marketed throughout this country, it is changed to Esso Petroleum Company, Limited.



ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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CONTENTS

	Page
Portrait Gallery—Walter Waring.	450
Pit and Paddock	451
Sports News	452
Villoresi Victorious at Marseilles	453
Brandon Brilliant at Brands Hatch	454
The Isle of Wight Rally	457
The Blitzkrieg that Failed, by Dr. Vicente Alvarez	460
The Overhead Camshaft M.G.s, by Philip H. Smith, A.M.I.Mech.E.	463
Racing and Rallying	464
Russell Lowry's Northern Lights	466
The Cockshoot Trial	467
Slip Angles, by John Bolster	468
The Delage Special	469
Correspondence	470
The R.A.C. Rally	471
News from the Clubs	472

NOTICES

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EDITORIAL

A RACING driver newly returned from abroad was shocked to learn from responsible persons in this country that his chances of entering his new Cooper "1,100" in Continental Formula 2 races were considered to be remote. The reason given was that foreign race organizers were not keen to accept cars of this type. What shook this driver more than somewhat was that during his sojourn abroad, he never heard any suggestion of an embargo being placed on machines such as the Cooper—and he hob-nobbed with several race organizers.

Naturally he feels that a prejudice is being built up purposely in this country against air-cooled, chain-driven, twin-cylinder cars, solely because they constitute a real threat to the success of more orthodox, multi-cylinder machines. He can readily understand the manufacturers of expensive Formula 2 machinery being none too pleased at the prospect of defeats by what are, more or less, slightly enlarged versions of Formula 3 cars. Nevertheless, he cannot believe that British people would seek to outlaw an all-British car, no matter how unorthodox.

The truth of the matter is that cars such as the Cooper twin bring Formula racing within the pockets of many drivers who could not otherwise possibly afford to compete. Many of the most capable drivers and certain of the most brilliant technicians in motor racing do not fail to see the tremendous possibilities of the clever Cooper design, which, given more reliability in the power-unit department, may quite well be a serious contender for Formula 2 honours.

* * *

LET us hope that the example of a daily sporting newspaper, mainly devoted to horse-racing, is not followed by others. To create, or attempt to create, a so-called Parnell-Bira feud is tabloid journalism at its most lurid, and will certainly not improve relations between the two men. It is difficult to understand what lies behind this anti-Bira campaign in certain sections of the daily Press. The B.R.M. requires experienced pilots such as Parnell and Bira, around whom a future team may be built up. In the same way as Fagioli joined with Caracciola in moulding the Mercedes team, and the Austrian Stuck "fathered" Auto Union, these two drivers have that necessary experience of the *grandes épreuves* to accept the responsibility of conducting valuable machinery at the extremely high speeds of which it will undoubtedly be capable.

OUR COVER PICTURE

FASTEAST: Leslie Wood (XK 120 Jaguar) making best time of the day in the Ventnor Hill-climb which was included as part of the successful Isle of Wight Rally.—
(*"Daily Telegraph"* Photograph.)

Portrait Gallery . . . Walter Waring



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WALLY WARING is one of the small band of South of England regular trials drivers which is determined to prevent as many honours as possible going to the North and the Midlands. Expertly handles his own version of a supercharged Dellow, and is amongst the top-line driving test specialists. Put up an excellent performance with a Mark V Jaguar saloon in the 1951 Monte Carlo Rally. Is a strong favourite for this year's B.T.D.A. "Star".

By A. T. M. Acket



Pit and Paddock

SWISS folk say that a couple of S.B.R.M.s will run in the Grand Prix at Berne on 27th May.

* * *

LATEST customer for a "500" is Ken McAlpine. He will pilot a Norton-powered J.B.S.

* * *

STIRLING MOSS will not run the new Kieft at Luxembourg, but will concentrate on the Silverstone race (5th May).

* * *

BILL ASTON has great hopes for his Bultra-streamlined Cooper. He may run it at Avus in Formula 2 guise.

* * *

ALFA-ROMEO have tried out their 1951 G.P. car with great success. It has the new "big-bore" 370 b.h.p. 8-cylinder engine, and De Dion rear axle. An auxiliary fuel tank has stepped up the carrying capacity to 350 litres, sufficient for 300 kilos. Official team is: Fangio, Farina, Sanesi and Bonetto.

CONFIRMED that Cortese's Frazer-Nash won the 2-litre category in the recent Tour of Sicily, one of the world's most difficult road races. This was a bit of an eye-opener for the Italians, used to Ferrari domination in this class.

* * *

SIDNEY ALLARD received a cup for the first British driver. As he was the only one, and a broken piston prevented his finishing, he is still curious to know just what he did to win it.

* * *

ROBIN MONTGOMERIE-CHARRINGTON will do most of his dicing this season with a Cooper-J.A.P. "1.100". He is keen to take in as many Continental Formula 2 events as possible.

* * *

MERCEDES-BENZ will run at Indianapolis. No announcement yet as to composition of team, but expected that at least one pilot will be an American.

GERARD CROMBAC will be official interpreter and assistant team-manager for the Aston Martin O.C.'s Bol d'Or team of Aston Martins. J. Ames is team-manager, and Jack Playford will look after the mechanical side.

* * *

"ANTIQUES AUTOMOBILE", that beautifully produced American quarterly, has many nice things to say in its March issue, concerning AUTOSPORT. We reciprocate, and compliment the editors for the absorbing technical history of the Mercer.

* * *

HOCKENHEIM International 500 c.c. race on 14th May is 20 laps of the 7.725 kilos circuit (about 97 miles). Practising on 12th and 13th May. First prize, 2,500 Deutschmarks; 2, 2,000; 3rd, 1,500; 4th, 1,000; and 5th, 500. Organizers, Automobilclub von Deutschland E.V., Furstenbergerstrasse 27, Frankfurt A. Main.

"Autosport" £200 Championship

Brandon Jumps to Second Place—

Alf Bottoms Increases His Lead

ALTHOUGH Alf Bottoms (J.B.S.) with a first and a second at Brands Hatch last Sunday leads with 8 points in the AUTOSPORT British National 500 c.c. Championship, Eric Brandon (Cooper) collected a first, a second and a third to give him 6 points. Ken Carter (Cooper) also scored a win, bringing him up to 5 points, and Parker's third place brings his total up to 4.

For the first time, a non-series production car figures in the list of points scored. Basil de Lissa, with Don Parker's well-known car, collected a point for a third place in the Junior Championship. Alan Brown (Cooper), with a second and a third place, is now bracketed with Wharton and Merrick with 3 points.

Entrants should note that the West Essex C.C.'s Boreham races have been moved from 12th to 26th May, and that the 500 c.c. event is now 15 laps (45 miles) in place of the original 10 laps, and is worth seven points to the winner.

Positions as at 10th April			
Name	Car	Points	
1. Alf Bottoms	J.B.S.	8	
2. Eric Brandon	Cooper	6	
3. Ken Carter	Cooper	5	
4. Don Parker	J.B.S.	4	
5. Ken Wharton	Cooper	3	
Ray Merrick	Cooper	3	
Alan Brown	Cooper	3	
6. Curly Dryden	J.B.S.	2	
Jack Reece	Cooper	2	
Austen May	Cooper	2	
Bill Whitehouse	Cooper	2	
7. Alan Rogers	Cooper	1	
Mick Beardshaw	Cooper	1	
Basil de Lissa	Parker*	1	

* Qualifies for non-series production award.

"DAILY EXPRESS" POCKET RACING EXHIBITION

As a sort of *hors d'oeuvre* to their big Silverstone Meeting on 5th May, the *Daily Express* have opened an attractive display of photographs and racing accoutrements at their Fleet Street offices. Centre-piece is an Iota 500 c.c. racing car in impeccable condition, and a sectional Wade supercharger and dummy pit are also shown. Numerous large photographs adorn the walls (including some of AUTOSPORT's George Phillips), one pleasing section being devoted to historic cars. Amongst these one notes a G.P. Ballot captioned as 1914, which was five years before Maurice Ballot built a car; and Kaye Don in the 4-litre Sunbeam "Tiger" at Brooklands, said to be in 1926, when surely the cars were still works' property, handled by Segrave. This, however, is mere cavilling at a commendable exhibition, well worth a visit by those who are in town.

SPORTS - NEWS

MORE INTERNATIONAL CALENDAR AMENDMENTS

FURTHER alterations to the racing calendar are announced. The Formula 2 and 3 races at Berlin, due to be held on 22nd April, have been postponed; the Targa Florio in Sicily will now be run on 9th September instead of the 2nd; a Formula 1 race at Rio de Janeiro is newly listed for 11th November, followed by another G.P. and a sports car race on the Rio Interlagos circuit on 25th November, while Brazil rounds off its season on 9th December with a Formula 1 race at Gavea.

CONTINENTAL RALLY NEWS

RALLY-MINDED enthusiasts may be interested to learn that the Royal Automobile Club of Liège (Belgium) is holding an event on 28th/30th April, to be known as the Rallye Benefalux. Other than the obvious indication that the route will run through Belgium, Holland, France and Luxembourg during the three days, no other details are at present available but full particulars are now obtainable from Mr. J. Thiriard, R.A.C.L., Boul. de la Sauvenière, Liège.

MOROCCAN INTERNATIONAL RALLY

THE Automobile Club of Morocco is staging its fifth International Rally from 8th to 13th May, starting and finishing at Casablanca. The course, divided into three stages, leads to Marrakech (9th May), Ifrane (10th May) and Casablanca (11th May), a total of nearly 2,000 miles. On 13th May, competitors undergo a six-hour endurance trial over a closed circuit in Casablanca, which should prove a severe test both for drivers and cars after the long run across Morocco.

Monte Carlo regulations have been followed to a considerable extent by the organizers, and the Rally is open to standard touring cars, and "Sport" and "Grand Sport" models, these two latter categories being required to average a higher speed between controls. Cars are divided into six classes: 350-500 c.c.,



BIRA: The great Siamese driver has been invited to pilot a B.R.M. this season, along with Reg Parnell. His selection has caused a minor storm in certain quarters.

500-750 c.c., 750-1,100 c.c., 1,100-2,000 c.c., 2,000-3,000 c.c. and over 3,000 c.c., and numerous cash awards and trophies seem to be on offer.

NORWEGIAN "MONTE"

NORWAY plans to have her own International Rally this coming August, to be run, on Monte Carlo lines, over a route of approximately 1,000 miles. There will be six starting points, at Trondheim, Alesund, Bergen, Stavanger, Kristiansand and Oslo, and the contest will be decided in two one-day stages, the first to Gol, in the mountains, and the second to Oslo, where the road section will terminate.

FEW NOVELTIES AT TURIN SHOW

THE Italian Motor Show, which opened on 4th April at the Turin Exhibition Palace, contained little that was new among the products of the 58 manufacturers exhibiting. Highlights among the British cars on show were the magnificent Rolls-Royces and Mk. VI Bentleys, the DB2 Aston Martin, whose pure lines attracted much favourable comment, and the two 500 c.c. racing Coopers. Mercedes-Benz exhibited their Diesel-engined car, and other cars from Germany were Borgward, Opel and Volkswagen.

All the well-known Italian models were to be seen, including the sports 4 cyl. 1,900 c.c. Alfa-Romeo, the A6G Maserati "six" and numerous Ferrari models, together with a wide variety of special bodywork. France's exhibits consisted principally of utilitarian vehicles such as Dyna-Panhard and Renault, Peugeot, Citroën, Simca and Vedette (French Ford), Delage, Delahaye and other *voitures de grande luxe* being absent. Among the numerous ornate American vehicles the two smaller Kaiser cars, one of 2,200 c.c. and the other of 2,600 c.c., were prominent, these models being built with an eye to European markets where low petrol consumption is a vital factor to buyers.

THE NICE SPORTS CAR RACES

ALTHOUGH International in name, the entries for the Nice Sports Car meeting on 1st April were chiefly French. Run over the famous Grand Prix circuit at that Mediterranean resort, there were four classes which encompassed cars from 750 c.c. to over 3 litres, and while the spectacle could not compare with that of a real formula G.P., some excellent racing was to be seen. The 12-lap race for the smallest cars proved a fierce Dyna-Panhard/Renault 4-CV battle between drivers Bloch and Claude, the former eventually winning by four seconds. Several Fiats from Italy ran in the next class, Maderna winning from two Simcas, with Ghersi and Piodi (Fiats) fifth and sixth. Mme. Simon, who came second in the Paris-St. Raphael Ladies' Rally, drove the same 2-litre Ferrari to victory in the class up to 3 litres, leading Pozzi's DB2 saloon Aston Martin in by a comfortable 11 seconds. The large-car class was a 1-2-3 win for the marque Talbot.

RESULTS

Lap Distance:	1.33 miles.
750 c.c. (12 laps):	1, Bloch (Panhard). 2, Claude (Renault). 3, Satiat (Renault).
Up to 1,500 c.c.:	1, Maderna (Fiat). 2, Viazzi (Simca). 3, Lanza (Simca).
Up to 3,000 c.c.:	1, Mme. Simon (Ferrari). 2, Pozzi (Aston Martin). 3, Bizet (Citroën).
Over 3,000 c.c.:	1, Pagnibon (Talbot). 2, Michaud (Talbot). 3, Fraissinet (Talbot).

April 13, 1951

VILLORESI VICTORIOUS

Ferrari Driver Completes Season's Hat-trick—Stirling Moss (H.W.M.) Third—New "Double-Knocker" Simcas Strike Form.

LUIGI VILLORESI completed the hat-trick last Sunday by winning the Formula 2 Marseilles G.P. on the Parc Borély circuit. He had previously won the Formula 1 races at Syracuse and Pau with the 4½-litre unblown Ferrari, and his most recent success was achieved with the 2-litre De Dion suspended 170 b.h.p. car. Stirling Moss brought his single-seater H.W.M. home third, and his team mate Lance Macklin took sixth place, three laps behind the winner. Bira, driving an H.W.M. for the first time, retired when lying seventh.

The race, run over 90 laps of the Marseilles circuit, took place in dry weather, but a strong wind was blowing. Entries included three 2-litre Ferraris (Ascari, Villoresi, Serafini), three 1½-litre Simcas (Trintignant, Simon, Manzon), three 2-litre, 4-cylinder H.W.M.s (Moss, Macklin, Bira), two 2-litre AFMs from Germany (Hans Stuck (V8), Alex von Falkenhausen (6-cylinder)), and Harry Schell (1,100 c.c. Cooper J.A.P.). From the start Alberto Ascari took the lead, while Stuck

and Schell retired almost immediately. The spritely 1½-litre Simcas were well up, Robert Manzon lying second behind the Ferrari, followed by Villoresi, Moss, Simon, Serafini and the rest.

On the 60th lap Manzon had the misfortune to break a wheel, which suggests a spot of bale bashing somewhere on the course. Ascari seemed to have the race in his pocket, but 10 laps after Manzon's exit Ascari slid on a turn and charged the straw bales, the steering of his Ferrari being too badly damaged for him to continue. This put André Simon at the head of affairs in his Simca, with Luigi Villoresi closing up. Simon drove brilliantly in an effort to stave off the Ferrari, but luck deserted him 10 laps from the finish, when he had to pull in to change a wheel, whereupon the flying Ferrari moved up to first place, eventually winning at 72.2 m.p.h. Maurice Trintignant in the

RACING AGAIN AT WINFIELD 100-Mile Formula 1 Race a Feature of July Scottish Meeting

NORTHERN racers will be glad to know that plans are far advanced for two meetings at Winfield Aerodrome in Scotland this year. The two dates are 21st July and 6th October, the former having now been granted a National permit. Organization is in the joint hands of the Lothian, Hawick and Berwick Clubs. There will be a 50-lap race for G.P. Formula 1 cars, two 25-lappers for Formulas 2 and 3, and 15-lap events for sports cars up to and over 1,500 c.c. Prize money will amount to no less than £800, of which £500 will be allotted to the Formula 1 race. Regulations will be available very shortly.

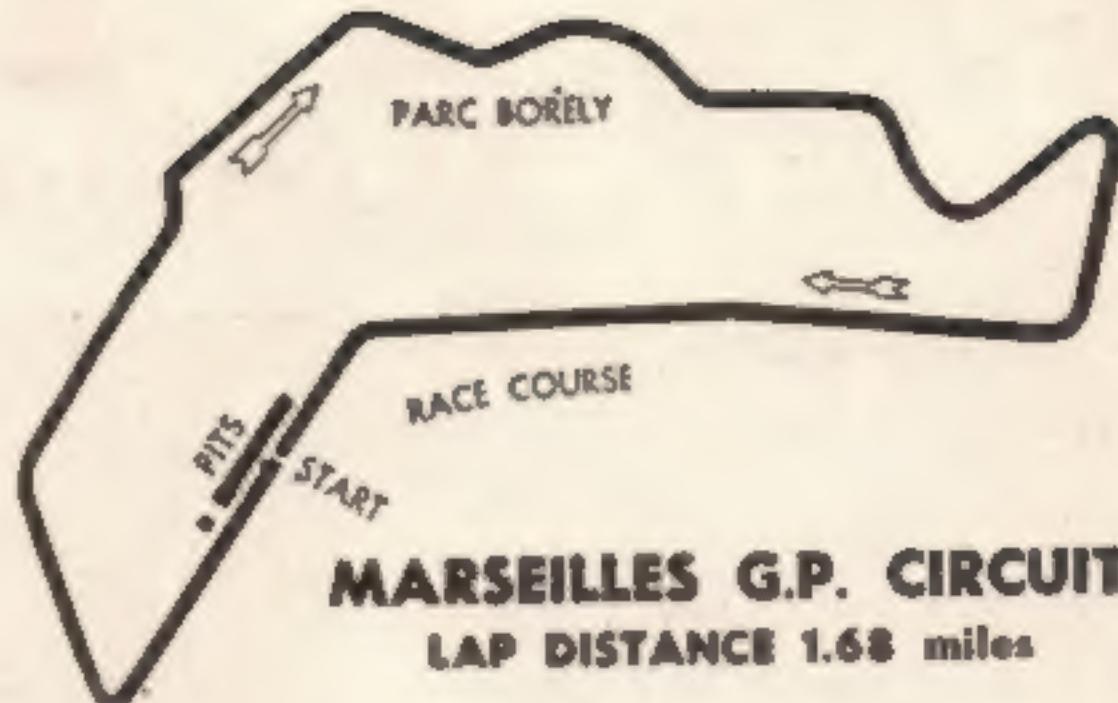
Winfield is seven miles west of Berwick-on-Tweed, just over the Scottish border. The perimeter track is roughly triangular with two straight legs and one winding, but fast stretch. The circuit is approximately two miles long.

* * *

500 c.c. D.B. WINS COUPE d'OR AT MONTLHERY

THE 51.5-mile race for Formula 3 cars at Montlhéry last Sunday was won by Chaussat's Panhard-engined D.B., after Philippe Schell's Cooper retired on lap 2 with mechanical trouble. A Cooper driven by Nigel Rowland finished second, a lap behind the winner, and third was Gaillard's 500 c.c. Special.

The marque D.B. was overwhelm-



MARSEILLES G.P. CIRCUIT
LAP DISTANCE 1.68 miles

other Simca was second, 20 seconds behind, and Stirling Moss brought the first of the H.W.M.s into third place after a fine drive. Simon was fourth and Serafini's Ferrari came next, two laps behind Villoresi. The 6-cylinder AFM driven by von Falkenhausen had trouble and was not less than 12 laps behind at the finish, but was credited with eighth place.

Manzon, with one of the new twin-o.h.c. Simcas, made fastest practice lap at 74.26 m.p.h.

RESULTS

90 laps (150.18 miles)

1. Luigi Villoresi (2-litre Ferrari), 2 hrs. 4 mins. 34.5 secs.; 2, Maurice Trintignant (1½-litre Simca), 2 hrs. 4 mins. 34.5 secs.; 3, Stirling Moss (2-litre H.W.M.), 2 hrs. 5 mins. 39.8 secs.; 4, A. Simon (1½-litre Simca); 5, D. Serafini (2-litre Ferrari); 6, L. Macklin (2-litre H.W.M.); 7, E. Bayol (750 c.c. D.B.); 8, A. von Falkenhausen (2-litre AFM).

Winner's Speed: 72.21 m.p.h.

Fastest lap: Alberto Ascari (Ferrari), 74.7 m.p.h.

ingly successful in the 750 c.c. race over the same distance, Aunaud taking first place, with four other D.B.s following him in. Renaults were 6th and 7th, and a Panhard 8th.

RESULTS

Coupe d'Or (500 c.c.).

1, Chaussat (D.B.), 1 hr. 1 min. 31 secs. 2, Rowland (Cooper), 1 lap behind. 3, Gaillard (Gaillard Spl.).

Coupe de l'A.C.L.F. (750 c.c.).

1, Aunaud (D.B.), 1 hr. 1 min. 17 secs. 2, Charrier (D.B.), 1 hr. 2 mins. 11.8 secs. 3, Pons (D.B.), 1 hr. 3 mins. 42.6 secs.

* * *

FERRARI "1,100"

IT is believed that the experimental 14-cylinder Ferrari will be tried out shortly with fuel injection equipment. This car will probably run in sports-car events.

April 13, 1951

BRANDON

VICTOR: (Left) Eric Brandon after winning the Championship race at Brands Hatch last Sunday. On his left is Jimmy Richmond, entrant of the team of Mark V Coopers.

NEEDLE-MATCH: (Below) Duels between Don Parker (J.B.S.), nearest camera, and Ken Carter (Cooper) happened each time the pair met in a race.

THE Half-Litre Club's opening meeting at the Brands Hatch one-mile circuit was 500 c.c. racing at its brightest and best. A large crowd saw a full programme of races, practically all of which were hotly contested. Ecurie Richmond star, Eric Brandon (Cooper-Norton) was outstanding. Not only did he equal the lap record held jointly by Alf Bottoms and Stirling Moss (67.67 m.p.h.), but defeated Bottoms in the Championship event.

J.B.S. versus Cooper struggles were a feature of practically every race, being a foretaste of what is going to happen at every 500 c.c. race this season. Newcomer to "500s", B. C. Ecclestone, in the Mark V Cooper prototype (with 4-stud J.A.P. engine), won the Junior Championship, and put up a remarkable drive to come fourth in the "big race". He is the former Brands Hatch motor-cycle expert, and holder of the two-wheeler lap record. Harold Daniell (Emeryson-Norton) took things more quietly than one would expect from the famous T.T. winner, and did not appear too happy.

On the whole, the battle for points for the AUTOSPORT £200 Championship has added spice to the ginger, and has evoked considerable interest from both spectators and competitors alike.



HEAT 1 of the Open Challenge Race saw Ecurie Richmond's Alan (Chiron) Brown lead Alf Bottoms (J.B.S.-Norton) and Les Leston (J.B.S.-J.A.P.) for five out of the seven laps. Bottoms relentlessly stalked Brown, but the Cooper driver kept his foot firmly planted on the required pedal. The J.B.S. took to the grass coming out of Clearways, but Alf never for an instant lifted his foot. Then when it looked like a triumph for Brown, he unaccountably did a gibbooley at the spot where Bottoms went off, leaving the J.B.S. an easy first, tailed home by Leston's similar car. Frank Aikens's Triumph-powered J.B.S., occasionally displayed bursts of astonishing acceleration, but sounded as if it had fuel feed troubles.

John Cooper (Cooper-Norton) and Curly Dryden (J.B.S.-Norton) carried on the battle of the rival marques with a real ding-dong that never let up in Heat 2. Cooper went ahead, and Dryden tried all he knew to take the Surbiton man, who, with a "double knocker" Norton installed, won by about a length.

George Wicken (Cooper-J.A.P.) blew up, and took no further active part in the racing.

In the Third Heat, Don Parker (J.B.S.-J.A.P.) scuttled off the grid, hotly pursued by Eric Brandon (Cooper-Norton), Ken Carter (Cooper-Norton), Paul Emery (Emeryson-J.A.P.) and Jack Leary (Cooper-Norton). When the milling mob emerged from Clearways Bend, Brandon was in the van, with Carter and Parker duelling behind. These two passed and repassed continuously, the light J.B.S. invariably streaking ahead on the rise from Paddock Bend, with Carter always managing to forge in front at Clearways. Brandon won with plenty to spare, and Parker just pipped Carter.

Heat 1 of the Brands Hatch Championship was probably the most thrilling race ever seen on the circuit. Parker, Carter, Brandon, Dryden and Cooper fought it out from start to finish in a struggle that will be remembered by all who were lucky enough to see it. The quintet kept in a tight bunch, positions chopping and changing many times a lap, and cars

BRILLIANT AT BRANDS HATCH

Fierce J.B.S.-Cooper Struggles a Feature of Exciting Opening Meeting at Popular One-Mile Circuit

passing other cars in seemingly impossible places.

Dryden led in the opening stages, continuously menaced by Brandon, both pilots being on top of their form. Try as he could, the red-overalled driver could not take the J.B.S., the cars drawing level into practically every bend. A few yards behind, Parker and Carter were repeating their earlier catch-as-catch-can.

On lap five, Brandon made a supreme effort and edged past Dryden, who kept grimly in the hunt until his single-cam engine lost some of its poise, and he dropped back. Parker thereupon rocketed past both Brandon and Dryden, with Carter attempting to break through at the same time. Curly then became involved with Cooper and Leary, and the quintet became a sextet.

The last lap was fantastic. Brandon re-passed Parker who was passed by Carter and passed him once more. Out of Clearways, Parker was in front with

(Below) Les Leston (J.B.S.) and Paul Emery (Emeryson) coming out of Paddock Bend into the grandstand straight.

Brandon and Carter wheel to wheel behind him, and Cooper, Leary and Dryden packed close together. No one could possibly sort them out as they all swept into Paddock Bend and up the rise. Parker? No. Brandon? No. Carter? Yes. Carter came right through to win in a photo-finish from Parker, Brandon, Cooper, Leary and Dryden in that order.

Heat 2 resolved itself into another J.B.S.-Cooper scrap. This time Alf Bottoms led from start to finish, chased by "Chiron" Brown, with Bill Whitehouse some distance behind. The race was notable for a phenomenal avoidance by Bill Grose, when Frank Aikens left the course rather abruptly at Clearways.

The final of the Open event saw clever tactics by J.B.S. drivers Bottoms and Dryden. Curly led for the first couple of laps, and Bottoms staved off Brandon. Alf then moved up, leaving Dryden to hold the Cooper at bay. This went on for 14 laps, with the irrepressible Parker popping up every now and then to challenge the leaders. Dryden managed to hold off Brandon till the last tour, but the latter, with some superb driving cut ahead to split the J.B.S. hoped-for "one-two". Just when it looked like Bottoms

Brandon-Dryden, Don Parker appeared from nowhere to snatch third place by less than a tyre's width.

The final of the Brands Hatch Championship race immediately settled down to Bottoms's J.B.S. being chased by Carter's Cooper, Parker's J.B.S. and Brown's Cooper. On lap two, Bottoms came out of Clearways with smoke pouring from his cockpit. As this appeared only on the fast right-hand bend, one could surmise scavenge pump trouble. For six laps, Alf stayed in front of Carter, blinded by thickening clouds of smoke. On the next lap, the J.B.S. stopped, came back in the race again, and was eventually driven to the paddock. Dryden also packed up, leaving Parker to keep the J.B.S. flag flying. He and Brown had a colossal dice for lap after lap. The Ecurie Richmond pilot drove so fast, that during the closing stages he drew right up on Carter and all but pipped him on the line. Brandon, who had made a poor start, swept past Parker and took third place, making it a 1-2-3 Cooper victory.

George Hartwell (Cooper-Norton) went off like a shell in Heat 1 of the Junior Championship, but spun round at Paddock Bend when nearly 50 yards ahead of Ecclestone (Cooper-J.A.P.), who went on to win. Donald Beauman (Cooper-J.A.P.) duelled first with Paul Pycroft (Emeryson) and then with A. D. Gill (Cooper-J.A.P.) to take a well-earned second place. Webster's Waco failed to start, and Street's C.R.M. packed up.

(Continued overleaf)



April 13, 1951



CONVERSION: (Above) Don Parker shows his J.A.P. motor, modified with hairpin valve springs, to Don Truman the Bardon-Turner pilot.

TACTICS: (Right) Curly Dryden (J.B.S.) leads, whilst team-mate Alf Bottoms (J.B.S.) holds off Eric Brandon (Cooper).

NEW BOY: (Below) T.T. rider Harold Daniell in his Norton-powered Emeryson.



Brands Hatch—continued.

Beauman impressed as a promising pilot.

Dick Richards and Les Leston, both in J.B.S.s fought it out in Heat 2, after a preliminary struggle with Basil de Lissa (Parker-J.A.P.). Leston won comfortably, followed by Richards and de Lissa, with Harold Daniell's Emeryson-Norton a poor fourth—there were only four finishers out of six starters.

Leston made a bad start in the final, and Ecclestone took a lead which he never lost. However, the J.B.S. driver carved his way right through the field, and by lap four was in third place behind de Lissa. Just as he was about to pass the Parker at Paddock Bend, a wheel detached itself and bounced into the crowd, injuring an onlooker; Leston himself was unhurt.

Brandon and Parker went out to see what could be done about lowering the lap record, but weather conditions were none too good for their attempts.

The last race of the day, the 15-lap Championship of the Meeting, resulted in a decisive victory for Brandon. For three laps, the two Ecurie Richmond cars (Brandon and Brown) held the lead, followed by Bottoms and Parker. Bottoms managed to pass Brown on lap four, and next time round Parker had a mild shock when he was passed by newcomer Ecclestone. Brandon and Bottoms had a high-speed processional tour, but behind them the amazing Ecclestone was giving Ken Carter seriously to think. Parker kept popping up, and Carter did get ahead of Ecclestone, but only for a brief period.



Neither Brandon nor Bottoms made the slightest mistake, but the former's Lancefield-tuned motor appeared to have more "oomph" than the J.B.S.-Norton. Brown took a well-merited third place, and Ecclestone held off Carter and Parker for fourth spot.

Altogether a first-rate meeting, and one that will assuredly start the turnstiles clicking merrily for the remainder of the season. As usual, a Bolster commentary kept the crowd amused and interested.

RESULTS

Open Challenge Race

Heat 1: 1, Alf Bottoms (J.B.S.-Norton), 64.88 m.p.h.; 2, Les Leston (J.B.S.-J.A.P.); 3, Bill Whitehouse (Cooper-Norton); 4, Frank Aikens (J.B.S.-Triumph).

Heat 2: 1, John Cooper (Cooper-Norton), 64.59 m.p.h.; 2, Curly Dryden (J.B.S.-Norton); 3, David Brake (Cooper-J.A.P.); 4, Dick Richards (J.B.S.-Norton).

Heat 3: 1, Eric Brandon (Cooper-Norton), 65.83 m.p.h.; 2, Don Parker (J.B.S.-J.A.P.); 3, Ken Carter (Cooper-Norton); 4, Jack Leary (Cooper-Norton).

Final: 1, Alf Bottoms (J.B.S.-Norton), 65.68 m.p.h.; 2, Eric Brandon (Cooper-Norton); 3, Don Parker (J.B.S.-J.A.P.); 4, Curly Dryden (J.B.S.-Norton).

BRANDS HATCH CHAMPIONSHIP

Heat 1: 1, Ken Carter (Cooper-Norton), 64.55 m.p.h.; 2, Don Parker (J.B.S.-J.A.P.); 3, John Cooper and Eric Brandon (Cooper-Nortons), equal.

(continued next page, column 3)

ISLE OF WIGHT RALLY

E. S. Ridley (M.G.) Wins Successful "Daily Telegraph" Event. May Become Annual Fixture

LAST week's Isle of Wight C.C. *Daily Telegraph* Rally attracted nearly 100 entrants, many of whom were newcomers to competition events. The route lay from the four starting points at London, Taunton, Harrogate and Warwick, via Westmorland, Buxton, Warwick, Southampton and Cowes, a distance of some 600 miles.

The Rev. A. M. Rumball's immaculate 1924 Cadillac was a minute late at Kirby Stephen. Mervyn Meredith (Humber) retired with a smashed windscreen. Only four people failed to turn up at the control.

On arrival in the Isle of Wight, competitors did a tour of the picturesque island, the entire countryside turning out in force to see them. The eliminating tests on Sandown esplanade were carried out before a large crowd. These consisted of acceleration, braking and reversing manoeuvres, utilizing not only the promenade, but the gradients of local streets.

E. S. Ridley (TC M.G.) put up the best performance, with Kingston-Whittaker's well-known Railton a close second. Next best was F. H. Bullock (Lea Francis), and then came Dr. R. M. Penny (SS 100).

L. V. Cruttenden (Morgan) arrived at Cowes without losing any marks on the road section, but had the wretched luck to have his engine seize solid. Miss H. F. Bissett (Sunbeam-Talbot) was seen in Southampton, but must have missed the boat as she failed to arrive at Cowes.

The Rally included a separate speed hill-climb on a twisty 1-in-4 gradient at Ventnor. Leslie Wood (XK 120 Jaguar) made best time of the 40 competitors, followed by A. C. Westwood (XK 120 Jaguar) and Kingston-Whittaker (Rail-

ton). Class winners were H. B. G. Epp (H.R.G.), A. D. C. Gordon (H.R.G.), F. H. Bullock (Lea Francis) and C. M. H. Kite (Lea Francis).

P. A. Barden's magnificent Rolls-Royce won the Prix d'Honneur in the Coachwork Competition, in which other awards were gained by Rumball's Cadillac, C. G. H. Dunham's Monx, G. K. Le Grey's Vanguard and Mrs. G. M. P. Havard (XK 120 Jaguar).

At the presentation of awards by Lady Baring, Sir Godfrey Baring, President of the I.O.W. Automobile and Racing Association said that he hoped the rally would become an annual fixture.

RESULTS

"*Daily Telegraph*" Challenge Trophy (Best Performance), E. S. Ridley (TC M.G.).

CLASS WINNERS

Up to 1,100 c.c. Open: E. W. Cuff Miller (Morris). Closed: P. W. Savage (Renault). Up to 1,500 c.c. Open: E. S. Ridley (M.G.). Closed: W. J. H. Snellgrove (Vauxhall). Up to 2,000 c.c. Open: F. H. Bullock (Lea Francis). Closed: L. F. Parham (Bristol). Up to 3,000 c.c. Open: Dr. R. M. Penny (SS 100). Closed: Dr. J. T. Spare (Vanguard).

Over 3,000 c.c. Open: L. Wood (XK 120 Jaguar). Closed: A. E. Symonds (Ford Pilot).

Specialist, R. F. Chappell (Dellow S1). Ladies' Cup, Mrs. Lorna Snow (XK 120 Jaguar).

"*Daily Telegraph*" Challenge Trophy (Best Performance in Ventnor hill-climb), L. Wood (XK 120 Jaguar).

"RALLYE AUTOMOBILE YORKSHIRE"

THE Yorkshire S.C.C.'s annual "Rallye Automobile Yorkshire," styled by the iconoclasts "The North Yorkshire Mille Miglia," will be held this year on 28th and 29th April. Scarborough will be the focal point and the Grand Hotel has been booked for competitors. Entries will be limited to 150 and the start will be from the Terminal Restaurant, Yeadon Airport. The first competitor will start at midnight on the 28th. A driving test will be held (at dawn) on Croft Airfield followed by breakfast at the Croft Spa Hotel. The second part of the road section will be by a fixed route from Croft to Scarborough where, in the afternoon, driving tests will be held. The evening will be free for jollifications and arrangements have been made for all tastes, dancing, talking and irrigation of dry throats being most especially catered for. On Sunday a "Regularity-speed" test will be held. To conserve paper, the full regulations are not being sent to invited clubs but are available from G. P. Mosby, Staircase Farm, Bramhope, near Leeds.



E. S. Ridley (M.G.) holding the "*Daily Telegraph*" Challenge Trophy for best performance in the I.O.W. event.

Entries will close on 16th April unless more than 150 applications are received before that date. This is no "pansy" event as may, in some degree, be judged by the fact that last year's winner lost 40 marks and the worst performance 13,000. Tommy Wise is the chief "brain," and it will be a really good do."

Brands Hatch Results—continued

Heat 2: 1, Alf Bottoms (J.B.S.-Norton), 64.98 m.p.h.; 2, Alan Brown (Cooper-Norton); 3, Bill Whitehouse (Cooper-Norton); 4, David Brake (Cooper-J.A.P.).

Final: 1, Ken Carter (Cooper-Norton), 65.74 m.p.h.; 2, Alan Brown (Cooper-Norton); 3, Eric Brandon (Cooper-Norton); 4, Don Parker (J.B.S.-J.A.P.).

Junior Championship

Heat 1: 1, B. C. Ecclestone (Cooper-J.A.P.), 61.31 m.p.h.; 2, D. B. Beauman (Cooper-J.A.P.); 3, A. D. Gill (Cooper-J.A.P.); 4, G. R. Hartwell (Cooper-Norton).

Heat 2: 1, Les Leston (J.B.S.-J.A.P.), 62.29 m.p.h.; 2, Dick Richards (J.B.S.-Norton); 3, B. de Lissa (Parker-J.A.P.); 4, Harold Daniell (Emeryson-Norton).

Final: 1, Ecclestone, 62.93 m.p.h.; 2, Gill; 3, de Lissa; 4, Daniell.

Championship of the Meeting: 1, Eric Brandon (Cooper-Norton), 66.42 m.p.h.; 2, Alf Bottoms (J.B.S.-Norton); 3, Alan Brown (Cooper-Norton); 4, B. C. Ecclestone (Cooper-J.A.P.).

Team Prize: 1, J.B.S. (Bottoms, Dryden and Parker), 26 pts.; 2, Ecurie Richmond (Brandon, Brown and Wicken), 23; 3, Cooper Racing Team (Carter, Whitehouse and Cooper), 15.

Fastest Lap: Brandon, 1 min. 54.2 secs. (67.67 m.p.h.). Equals lap record.



Mrs. Lorna Snow (XK 120 Jaguar) (right) who won the Ladies' Cup in the I.O.W. Rally.



C. E. Robb in action with the Mercury Special at Knockagh Hill Climb, 1950.

To take an untuned Mercury engine and drop it nonchalantly into a chassis composed of the various bits of over half-a-dozen assorted motor-cars, and then run it for four seasons without even removing the cylinder head, hardly seems the way to build and maintain a successful special, yet that is what C. E. Robb of Belfast did in 1946, and it proceeded to win trials, hillclimbs, and road races with a fine lack of discrimination. It is with regret that I must write of the Mercury Special in the past tense, for it met its death in unequal combat with a lorry on the Dublin-Belfast road last October.

The chassis which Ernie Robb, who is works manager of a Belfast garage, produced from first principles and convenient scrap, had side members from a Triumph Vale Special, united by some cross-members from a Morris 8 van, and others made from 1½ ins. and 2 ins. diameter exhaust tubing. The tubular front axle was suspended by semi-elliptic leaf springs shackled at the front and in sliding trunnions at the rear, while a 3.5:1 E.N.V. axle, with 8 ins. cut out of it, was on fully shackled leaf springs, the wheelbase being 8 ft. 1 in., and the track 4 ft. 7 ins. front and 4 ft. 3 ins. rear. The close-ratio four-speed E.N.V. gearbox, complete with

remote control, came from a J.4. Midget, and a 2 ft. 6 ins. propeller-shaft was installed. Rudge knock-off wheels were fitted to ex-Triumph Gloria Lockheed brakes, and the steering was a mixture involving a Wolseley box and Hillman Minx track rod.

Ex-Canadian Army Engine

Without receiving any special attention whatsoever, an ex-Canadian Army 32.5 h.p. (3,917 c.c.) Ford Mercury engine, having a 6.8:1 compression ratio, was fitted to this chassis, being mated to a strengthened Ford-cum-Borg and Beck clutch. The cooling system was composed of a built-up rad. block and the standard twin water pumps, while the fan was abandoned, and the capacity of the system was an impressive 8½ gallons. A body framework of welded-up ½ in. steel tubing received a two-seater body in 20-gauge steel, with Dunlopillo seats and shaped 16-gallon petrol tank, the instruments being oil and water temperature gauges, oil pressure gauge, and rev. counter. The substantial two-seater body was fitted as the car was primarily intended for trials, but the total weight, surprisingly enough, turned out to be only 18 cwt. wet. As for performance, the special gaily clocked a sound 102 m.p.h.

Ulster Hybrids

No. 6

C. E. ROBB'S MERCURY SPECIAL

by

F. Wilson McComb

over the Dundrod straight this year, running on seven cylinders!

In 1947 the Mercury was used in a few trials, but with little success owing to a series of teething troubles, the most irritating being one of those obscure ignition faults which take so long to diagnose. In this case the seat of the trouble was not discovered until the end of the year, being finally traced to a dud coil. The following season saw it in its true form, with a second place in the unlimited sports class at the U.A.C.'s Craigantlet hillclimb, doing 1 min. 28 secs. as a secondary entry. This was followed by third B.T.D. at the Dublin University's Killakee climb in September and, two weeks later, second B.T.D. at Knockagh with an extremely good 1 min. 4 secs. Finally, Robb drove in many trials, taking the U.A.C.'s premier trials award on the season's performance, the Victor Ferguson Memorial Trophy.

1949 gave Robb fourth B.T.D. at Knockagh in March, and first in the unlimited sports class followed by B.T.D. at the Phoenix Park sprint meeting organized by the I.M.R.C. at Easter. In August, Saunders Graham drove the special at the U.A.C.'s Ards airfield meeting, winning two heats and taking second place in the final at 56.94 m.p.h..

The Overhead Camshaft M.G.s

THEIR OVERHAUL, MAINTENANCE AND TUNING

by Philip H. Smith, A.M.I.Mech.E.

AS far as keeping the engine in a state of satisfactory maintenance is concerned, the requirements do not differ from those demanded by any other good engine. This point is mentioned because there is a wide impression amongst the uninitiated that M.G. engines have to be continually "fiddled with" to keep them in tune. Nothing could be further from the truth, and if M.G. owners do seem at times to spend quite a lot of hours on maintenance, it is simply because they are giving a decent motor-car its due. Owners of less desirable vehicles could, with profit, follow their example, to the advantage of their transportation!

Plug and contact breaker gaps should be looked at and adjusted if necessary at reasonable intervals, say every 3,000 miles. Fuel filters may need cleaning at much longer intervals, depending on the state of the tank's interior, and the quality of the fuel. Carburettor pistons must be kept free, which implies frequent and moderate oiling with light cycle oil. And that just about covers ordinary maintenance, apart of course, from the regular changing of engine oil, and cleaning or renewal of the oil filter element as already indicated.

Chassis Maintenance

With regard to the remainder of the chassis, whilst this embodies features peculiar to the car, it is generally of normal construction, and there is no need to go into details in connection with such standard items as, for example, the rear axle and differential. There are, however, a few rather special features which may be worth mentioning, and a few random tips given will be of service.

The propeller shaft universal joints are of the usual Hardy-Spicer type; earlier cars have a plain bush pattern requiring lubrication at the nipples provided, while later cars have the current needle-roller type which do not require any attention. The former are inclined to develop a "clonk" after a fair mileage, even with adequate lubrication, but no other adverse effects seem to appear, while the noise is only obvious with the hood up. Renovation is easily carried out, and, of course, the needle type can be fitted if the owner desires and funds allow.

A Tough Gearbox

The gearbox is an extremely reliable piece of mechanism, with constant-mesh third gear of double-helical type. The sliding-pinion first and second ratios seem impervious to brute force, and it is far easier to break off the gear lever at the roots than to damage the gear teeth. Hence, apart from draining and refilling as specified by the lubrication chart, there should be no need to delve into the internal economy of the box, but if it is desired to investigate, dismantling is a perfectly

straightforward operation. This latter remark also applies to the rear axle.

The Road Springs

The road springs are unusual in that instead of being shackled at one end, they use a sliding trunnion. This is a valuable feature as it makes for great lateral rigidity. Dismantling of the trunnion is an easy operation, and the construction will be self-evident. Side play is, of course, taken up by removing metal from the face of the bronze block in which the spring-leaf slides. Blocks which are badly worn all round can be readily renewed, new blocks being made up of phosphor-bronze round bar suitably slotted, and not forgetting the oil hole in the block adjacent to the oil pipe. Although oil will probably reach the spring-leaf and slot without this hole, it is far better to drill it!

It is essential for the welfare of these trunnion mountings that they are properly protected from the weather. As fitted originally, each one has a neat rubber garter, but these inevitably perish in time. New ones have been obtainable, and although their fitting entails removal of the spring, this must be done. Any short-cuts such as splitting the garter with a knife and then taping it into position (frequently done) is an insult to the car, as well as being unsatisfactory, as the result is not waterproof. In case of a dry-up in the supply of rubber garters, an extremely satisfactory substitute can be made in the form of lace-up leather covers. The design of these may be left to the ingenuity of the owner, but they are most efficient so long as plenty of overlap is allowed at the lace-up joints, and no attempt is made to produce a neat job at the expense of weatherproofness.

The Hartford shock-absorbers fitted to the front axle are well up to the job, and only need keeping clean and the pivot pins tight. The Luvox rear shockers are not too clever, probably because they are hardly adequate for the short, high-frequency movement. (This refers to the shockers fitted as standard.) Hartsfords at the back make a big difference to the car, and are well worth fitting, as, alternatively, are one or other of the latest types of damper now available.

The grouped-nipple lubricating system is grand while it works. Failure, which seems to occur with age, can be traced to bulged pipes, congealed lubricant and faulty nipples. If all these are present, no great hardship is entailed if the pipes are scrapped and nipples screwed direct into the various lubrication points. Restoration of the system to its original efficiency simply involves a lot of patience and work, and the acquisition of the necessary components.

(To be continued)

RACING & RALLYING

The Half-Litre Club's Opening Meeting at Brands Hatch - Isle of Wight C.C. Rally and Hill Climb



BRANDS H.
Curly Dryden
N.



VENTNOR: (Top left) Kings Whittaker sweeps his famous vete light-sports Ratton round the hair during the Isle of Wight C.C.'s Climb, run as part of the 600 m rally.

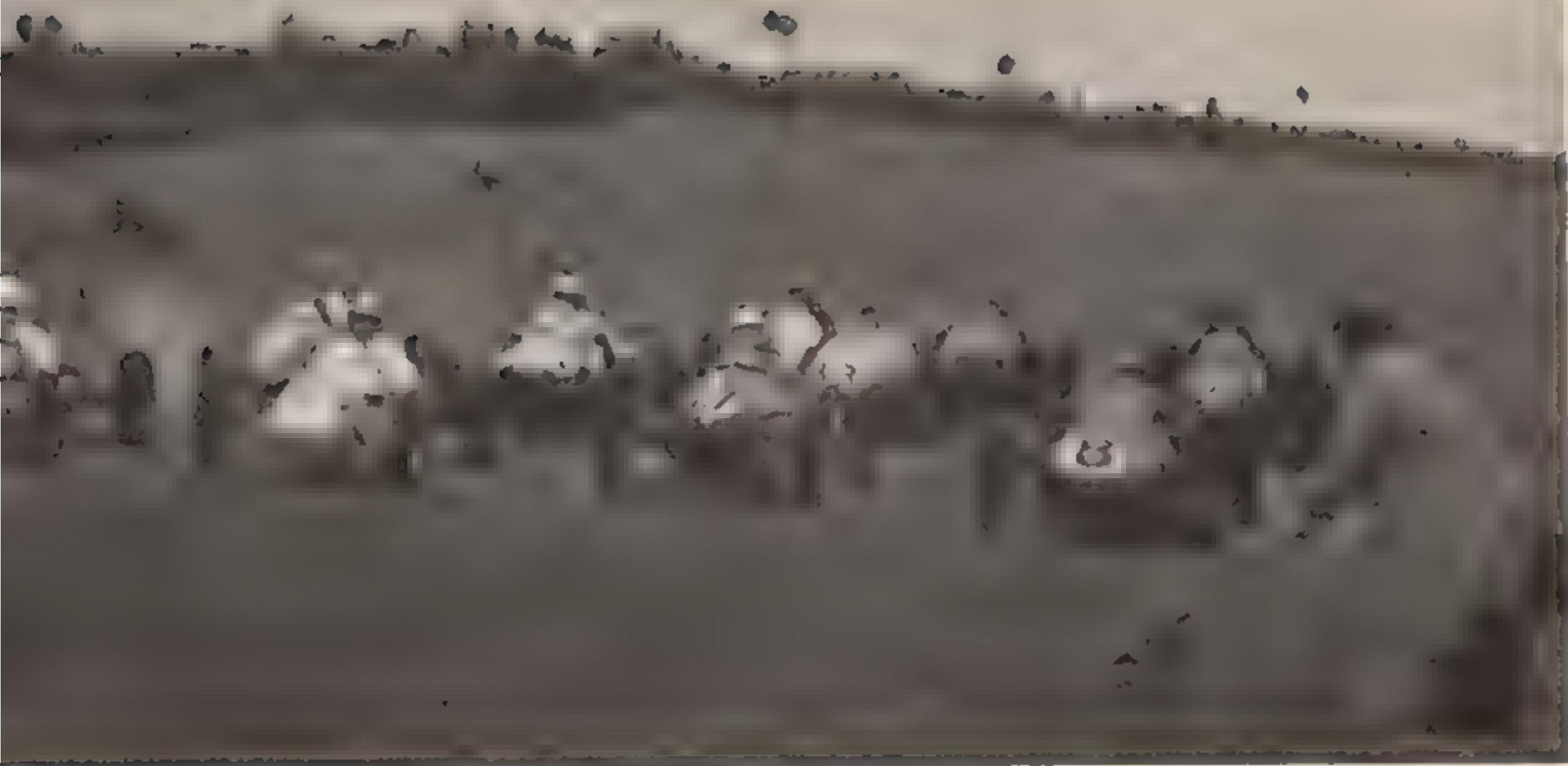
"Daily Telegraph" PH.

★

ERIC BRANDON'S COOPER hotly pursued by John Cooper, Carter, Jack Leary and George Wicken, all in Coopers, during first heat of the Brands Hatch Championship race. Carter both this heat and the final

★

CLEARWAYS: A view of the dog corner out of Clearways Bend on one-mile Brands Hatch circuit. Bottoms (J.B.S.) is leading, followed by Ken Carter (Cooper), Don Park (J.B.S.) and Alan Brown (Cooper) with a motley collection of J.B. Coopers and Emerysons bringing up the rear.



CH Start of a 7-lap race last Sunday. Front row (L to R) comprises B C Ecclestone, John Cooper, David Brake (Coopers) and J B S. Behind are Peter Braid (Cooper), Bill Grose (Grose), A J Hume (Cooper) and Don Truman (Bardon-Turner). Also seen is 86, R Akehurst (Cooper). Ecclestone hesitated in getting away and was rammed by Braid little damage resulting to their cars



RUSSELL
LOWRY'S

NORTHERN LIGHTS

JUDICIAL OMNISCIENCE—DAZZLE PLUS—"NO ORGANIZED ASSISTANCE . . ."—DRAMA AT THE CROSSING—BOUNCING

THE "inexperienced magistrates" about whom we have heard a good deal, are even less prevalent than one might have thought. Present story comes direct from a worshipful Justice of the Peace with a competition record a good deal longer than some people's arms. He makes a point—and there's a useful hint here—of having a look at the vehicles parked outside the Court House on days when he happens to be functioning. On the day in question a butter-wouldn't-melt-in-my-mouth type was charged with doing a very naughty rate of speed in a Built-up Area. The defence consisted mainly of a plea that the vehicle concerned, being of pre-war date and exceedingly modest horsepower, was quite incapable of the performance alleged.

"Did you come to Court in it this morning?"

"Er—yes, your Worship."

"You parked it just round the corner?"

"Ye-e-e-s, your Worship."

"Then I must congratulate you on its condition. Mine used to lap Brooklands at better than 80 m.p.h. Hmph! Proceed!"

* * *

DAZZLE is a sore subject with many people and the sultry weather we've had since last June hasn't made night driving any easier. The local biscuit is taken by a phenomenon reported after Easter from A41 and consisting of a coach with the following illuminations all at full blaze. Item, one spotlamp at road level, but shining upwards. Item, two supplementary headlamps. Item, two ordinary headlamps. Extra special item, three spotlamps tastefully arranged on the roof. The whole thing looked like a cross between Brock's Benefit and a mobile Festival of Britain, and anyone approaching within half a mile was totally deprived of vision for driving purposes. The apparition was going South and if he belongs to this part of the world we disown and apologize for him. On the other hand, if he is a Southerner we do hope he'll stay down there from now on. Alternatively, we'll have to burn the Northern Lights out of him with a concentration of Flame Throwers.

* * *

Being fairly law-abiding citizens in these parts we sometimes wonder about that phrase concerning "No organized assistance other than that provided by the Club". There was a fairly obvious bit of shutey going on at a recent important event though I don't see how anybody could have tied it down. A team of fore-extracted vehicles was making its debut and by strange coincidence a large fore-extracted lorry was often to

be seen in the vicinity. Then much time would have to be made up and it was extraordinary how all the vehicles stuck together. Unfortunately, the lorry then ran out of road, but most of the crew were subsequently seen belting along in a hired car to pick up the trail. In the meantime all the would-be "Standard production vehicles, old boy" had blown up resoundingly, so no harm was done—but it makes you think.

* * *

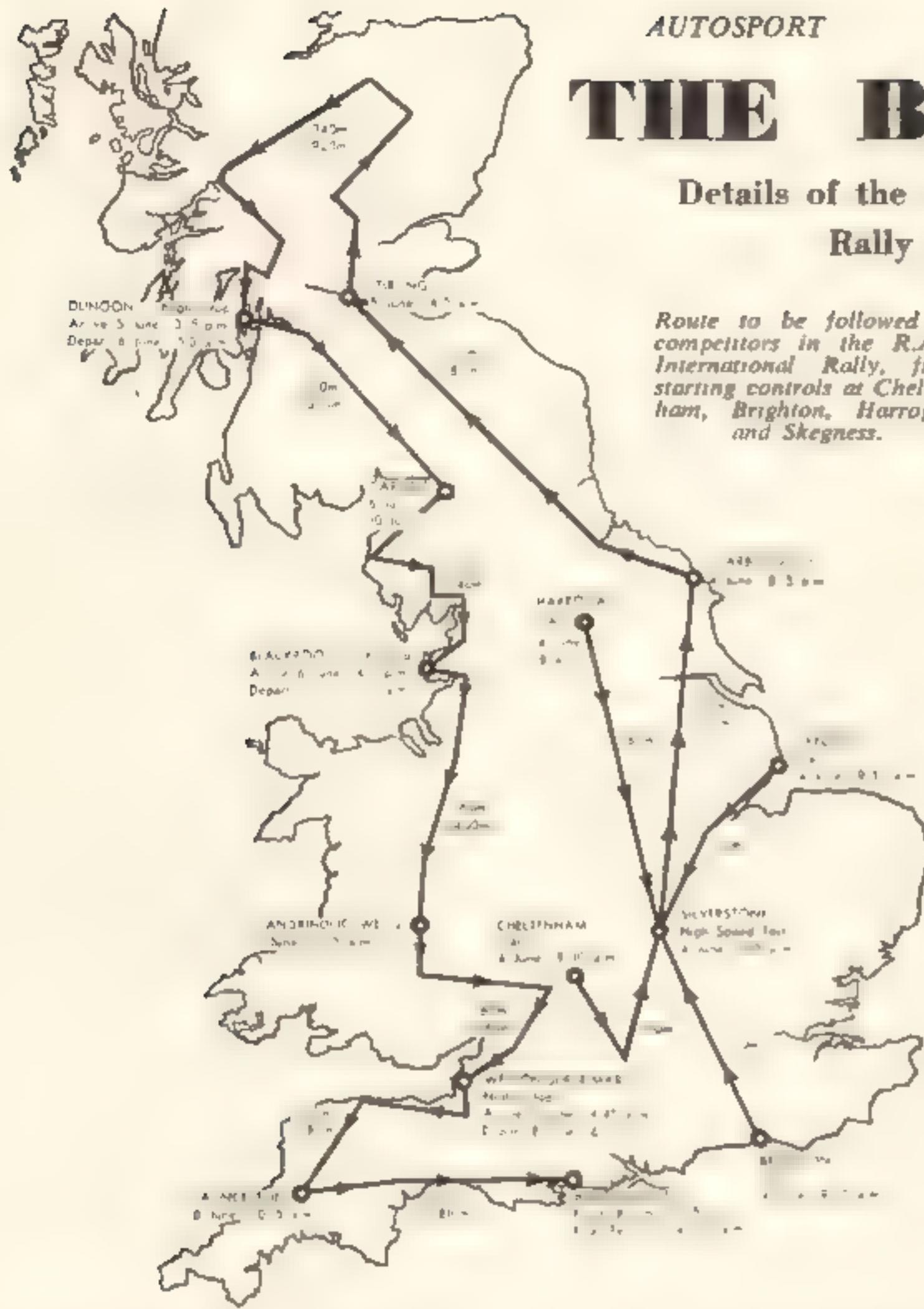
A LONG and gruelling event was nearly over. The A team (two-thirds of it Northern) was doing very nicely and there remained only the run in to the finish and one more test. But there was a railway crossing which, so local information ran, never opened in less than 20 minutes if once it was shut. Moral, get at least 20 minutes in hand before arriving there. Two of the cars performed according to plan and waited just beyond the level crossing. Minutes passed. Then more minutes. Not a sign of Number Three. Alarm and despondency gave place to panic. A train was already overdue. Finally, as smoke appeared down the line and the little man was climbing into his signal box to engage "Shut", the other car appeared, quite calm and unhurried. "Where the — — — have you been?" "Oh we just stopped to buy some matches!" Curtain.

* * *

"NORTHERN LIGHTS" has lately been at pains to recognize the efforts made by some trials passengers in contributing to success on difficult hills, and has made no effort to conceal its contempt for those who just sit and wait to be carried to the top. Apparently the praise was overdone and I have it on high authority that bouncing can in some circumstances stop a car dead or keep it stationary on the "Go" line. Now admittedly bouncing is often quite unnecessary and at such times is wasteful and exhausting for the crew. It won't do the car any good either. But I've never yet seen anybody brought to a standstill by a bouncing passenger. Mud is seldom quite bottomless, and if it is the car will probably stick anyhow. If any grip is available it will be found by a good solid "Wumf" delivered downwards at the back end. On the other hand there is never a trial goes by without half a dozen obvious failures being marked down for lack of passenger co-operation and another half a dozen perilous situations being redeemed by steady, intelligent use of applied anatomy. So I'm still in favour of willing well-trained passengers though bowing to those who undoubtedly know more about it than myself.

THE BIG RALLY

Details of the R.A.C. First International Rally of Great Britain



Route to be followed by competitors in the R.A.C. International Rally, from starting controls at Cheltenham, Brighton, Harrogate and Skegness.

ALREADY there have been over 500 enquiries for entry in the R.A.C.'s International Rally of Great Britain, which will take place from the 4th to 9th June. Drivers from Euro, France, Italy, U.S.A., Germany, Holland, Denmark, Sweden, Norway, Switzerland, South Africa, Portugal and Greece have applied to enter, so the permissible entry of 300 should be of truly international character. The first 200 entries will be by selection, the R.A.C. choosing 100 British applicants on the basis of their performance in past competitions, while foreign competitors will be selected by their National clubs to the following totals: France 25, Holland 15, Sweden 10, Italy, Denmark, Norway, Portugal, Belgium and Switzerland 5 each, other nationalities a total of 20. From all other applicants, whatever their nationalities, the remaining 100 entries will be selected by ballot. Applications to enter must be received by the R.A.C. before noon, Monday, 30th April.

The Rally is open to any production car, of which at least 50 examples have been built and sold prior to 1st April. Permissible variations from standard specification are compression ratio, electrical equipment, modifications in the interests of the crew's comfort. Manufacturers' literature to be submitted with entry forms must specify valve timing, capacity of sump and radiator, gear ratios, type and dimensions of brakes, and details of carburettor, air cleaner, clutch, wheels and other components.

The four starting points for the Rally will be at Brighton, Cheltenham, Harrogate and Skegness, and from these points the Rally converges on the Silverstone Circuit for speed/regularity tests. Following these, competitors will be routed via controls in England, Scotland and Wales, to Dunoon, Blackpool, Weston-super-Mare and finally Bournemouth, where the Rally ends with examination of cars and a Final Eliminating Test for

the leading cars in each category. There will be overnight stops at Dunoon, Blackpool and Weston-super-Mare, when cars will be impounded, and competitors will be required to maintain an average speed of 30 m.p.h. en route, except in specified sections. All cars will make a timed climb of Rest-and-be-Thankful Hill in Scotland, and will undergo Eliminating Tests at Blackpool, while sections of the route may be scheduled for Regularity Tests.

There will not be an outright winner of the Rally, but awards will be given for the best performances in each of four categories. These will be: open cars of under 1,500 c.c.; open cars over 1,500 c.c.; closed cars of under 1,500 c.c.; closed cars over 1,500 c.c.

Awards will also be given to finishers up to sixth place in each of these categories, a Team Award for best aggregate performance, and Ladies' Awards for cars with all-feminine crews in each of the four classes.

It should be noted by all competitors that responsibility for reservation of hotel accommodation rests with them. Those seeking information as to accommodation in the various towns through which the Rally passes should write to the Information Bureau at the appropriate Town Hall.

RALLY GOGLEDD CYMRU

"The North Wales Rally"

REGS. are now available for the Rhyl and District M.C.'s North Wales Rally which will take place on 14th/15th April. The rally will start and finish at the East Promenade Car Park, Rhyl. As Summer Time comes into force on that night competitors will set watches to B.S.T. at the start, which will be at 7 p.m. The course will be over a distance of 350 miles and will include a compulsory road section of a semi-sporting nature. Competitors will be required to average varying speeds between 25 and 30 m.p.h. over various sections. An elimination test will be held at the finish after breakfast.

Regs. from K. Drinkwater, 49, Myn-y-don Avenue, Old Colwyn, Tel. Old Colwyn 5281.

MANCHESTER NIGHT RALLY

THE Manchester University M.C. will be holding their closed Night Rally this Saturday and Sunday, over a course approximately 100 miles in length. Competitors start from the Medical School car park, first car going off at midnight, the remainder following at two-minute intervals.

There will be five controls and six route checks on the course, which ends with an eliminating test of straightforward character.

NEWS FROM THE CLUBS

MRS. ATKINSON WINS ROWLAND AND HARRIS CLP

ARMED with her husband's Ford Special and her own undoubted driving skill, Eileen Atkinson, wife of the Newry and District M.C.'s Hon Secretary, and, incidentally, daughter of R. H. Wright, Ireland's foremost stopwatch wielder, carried off the premier award in the Club's recent Spring Trial. This event, for the Rowland and Harris Cup and Replica, was held over a 40 mile dyed route course which involved crossing the border into Co. Louth, in Eire. Four driving tests, three observed sections, and a timed section were included, and a three-hour time limit was set on the whole event.

RESULTS

Rowland and Harris Cup: Mrs. E. Atkinson (Ford Sp1) 426.4 points.
Second Place (Miniature Cup): Wilbert Todd (Humber Sp1) 383.5 points.
First Class Awards: A. L. Young (TD M.G.), J. A. Hyde (Dellow).
Second Class Awards: V. F. Ross (TD M.G.), C. S. Porter (Plus-Four Morgan).
Saloon Car Award: J. H. Shiells (Ford Anglia) 285.0 points.

A.M.O.C. HARROGATE RALLY

The Aston Martin Owners' Club are holding a two-day rally centring on Harrogate on 26th/27th May, on a Closed Invitation permit. The road section on Saturday will involve a minimum mileage of 200, competitors starting from anywhere they like but sending telegrams from certain designated towns. During the evening there will be an informal dinner at Harrogate, probably with dancing for those so minded. On Sunday there will be a 50 mile road section through controls at a set average speed followed by Driving Tests back in Harrogate, after lunch. The whole set-up looks rather good. Regs. will be available shortly from George G. Taylor, Orchard Cottages, Stompond Lane, Walton-on-Thames.

THE HAGLEY-LUDLOW HANDICAP

Standard Cars Show to Advantage on Hagley's Handicap System

The Hagley and District Light Car Club's handicap event (1st April), whereby the smaller standard cars receive a bonus of -5 per cent, the next category scratch, rising to +15 per cent for the "dopers", worked extremely well, resulting in K. Rawlings, with his trials Vanguard, losing 8 marks in the tests, and Len Shaw equaling this performance with his standard 1½-litre M.G.

Saloon. Rawlings just pipped Shaw in the tier test, winning the Clare Cup. Shaw received the Hamilton Cup, best in the opposite class.

Mrs. Joy Cooke, in her Ford Saloon, only just managed to defeat Mrs. Mary Lowe driving her sports Dellow, after a struggle that was fought out test by test.

The event consisted of several well-organized hard road driving tests, spread between the Lyttleton Arms Hotel, Hagley, and the Swan Hotel, Tenbury, and at no part of the course was one likely to damage one's ordinary go-to-work motor.

The acceleration test, whereby one was expected to proceed from point "A" round a left-hand bend, "wiggle woggle" round some seats and oil drums, and finish with the car right side up, seemed to give the paying customers considerable enjoyment, all electrically timed.

R. W. Horton, driving an Austin A40 Sports, decided he liked the motor, wound the wheel at approximately the correct intervals, and returned a good time. Ken Rawlings looked, and was, fastest, but Mrs. M. S. Evans's Dellow sounded somewhat sick, and the time suffered accordingly. J. McKie (1½-litre Mercury) had a lot of urge but could have used a little power-assisted steering. H. B. Bryant (918 Morris Minor Saloon) had no trouble with the steering but could have used a little more power.

The next test proved how difficult it is to reverse up a fairly steep hill even when the said hill is hard surfaced, if somewhat wet and slippery.

The weight distribution of the modern saloons provided their owners with quite a nice problem about the distance one pressed the accelerator. On the one hand the wheels whizzed round; on the other the motor stalled, and in neither case did the car move!

Bill Sleeman's Ford van, in spite of the owner's undoubted experience, had some difficulty, whereas F. E. Wall's Dellow made things look quite easy.

PROVISIONAL RESULTS

Clare Cup: K. Rawlings (2,088 Vanguard Sp1).

Hamilton Cup: J. L. Shaw (1½-litre M.G. Saloon).

Wal Handley Cup: Mrs. J. Cooke (1,172 Ford Saloon).

1st Class Awards: P. A. Atkinson (1,225 Atkinson), R. W. Horton (1,200 Austin A40), F. E. Wall (1,172 Dellow S.).

2nd Class Awards: L. J. Tracey (1,172 Dellow S.), B. J. Smith (1,172 Dellow S.), G. H. Dixon (1,172 G.R.A.).

Best Team: J. L. Shaw, P. A. Atkinson, J. D. Sleeman.



U.H. & U.L.M.C. REDIVIVUS

The newly re-formed United Hospitals and University of London Motor Club has obtained the services of Earl Howe as President. A committee elected at the first General Meeting have drawn up a constitution and are seeking R.A.C. and A.C.U. recognition. Membership is invited from all past and present members of the University and associated bodies at an annual subscription of 10s. 6d. Those interested should write to U.H. U.L.M.C., University of London, c/o Senate House, London, W.C.1.

WORCESTERSHIRE SPRING RALLY

The Worcestershire Motor Club commenced its 1951 season on Easter Sunday with the Spring Rally, a series of seven driving tests at different venues, and involving a delightful run through the Cotswolds.

The first two tests took place in the Gaumont Car Park, Worcester, competitors then heading for the Cotswolds, and finishing at the Brockhampton Park Hotel in the afternoon.

RESULTS

Class 1, under 1,500 c.c.: 1. A. L. Yaranton (M.G.); 2. J. H. Goldsmith (Austin); 3. H. C. Wall (Morris).

Class 2, over 1,500 c.c.: 1. G. Tysoe (Citroën); 2. Dr. W. D. Steele (Riley); 3. S. G. Gardner (Hudson).

"HUNTER CUP" CLOSED RELIABILITY TRIAL

The recently revived car section of the Newcastle and District M.C. are holding a closed trial for the "Hunter Cup" on Sunday, 22nd April. The start and finish will be at the White City Stadium, Scotswood Bridge, Newcastle-upon-Tyne. Time of start 10.30 a.m. The route will be approximately 110 miles over roads and track. Timing will be by drivers' own sealed watches set back in accordance with drivers' starting numbers. Average speed will not exceed 25 m.p.h. Regs. available from L. H. Stockill, 81, Whitefield Terrace, Newcastle-upon-Tyne, 6.

CANCELLATION

The Liverpool M.C., who had reserved 7th April for a Speed Trial had regrettably to cancel this event as no suitable venue has yet been found, despite unceasing efforts on the part of the Club Committee.

BOREHAM RACES

West Essex C.C. Event Now Takes Place on 26th May—500 c.c. and Formule Libre 15-Lap Races, Each with £185 Prize Money

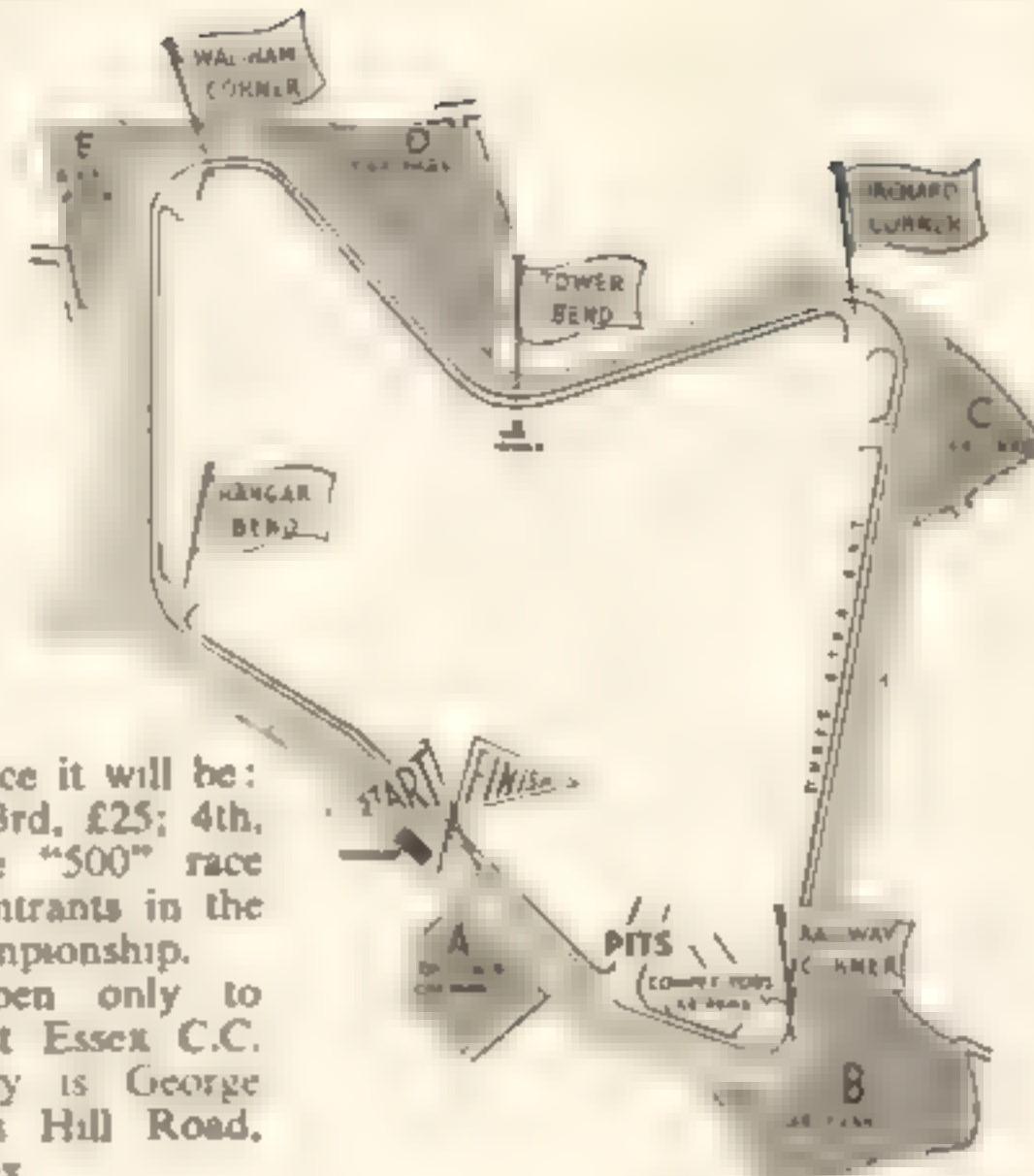
The West Essex Car Club's closed race meeting next month, over the 3-mile perimeter circuit at Boreham, near Chelmsford, will comprise eight races, of which six will be for sports cars of various sizes, one for 500 c.c. racing cars, and one a Challenge event for racing cars of any capacity, these two latter races being over 15 laps (approximately 45 miles).

Among the sports car events, a five-lap handicap for M.G. cars and a five-lap scratch race for XK120 Jaguars will be featured.

This ambitious meeting was originally planned for 12th May, but, owing to the heavy sporting programme over Whitsun, the R.A.C. agreed to alter the date to 26th May.

For the two main events, the 15-lap 500 c.c. and *Formule Libre* races, prize money has been greatly

Sketch map of the 3-mile Boreham circuit. Races will be run clockwise



increased. In each race it will be: 1st, £100; 2nd, £50; 3rd, £25; 4th, £10. A win in the "500" race means 7 marks for entrants in the AUTOSPORT £200 Championship.

The races are open only to members of the West Essex C.C. Competitions Secretary is George Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex.

EIRE HILL-CLIMB

ENTRIES for the LM.R.C.'s Enniskerry (Co. Wicklow) Hill-climb this Saturday, 14th April, include McCrea's R-type M.G., R. Gallagher's Leprechaun with 996 c.c. big twin engine, D Colley's Frazer Nash (a highly successful pre-war road race combination), Maunsell's HRG, Joe Kelly in his 1500 c.c. I.R.A., Cahill's Iona Special, Lindsay's 1,099 c.c. Ford, H. Graham's Cooper, T P Ogle's blown Delhoff and a host of MGs of all varieties in the hands of exponents such as Cecil Ward, J J Flynn, J C Millard, J Ogle and others.

There are five capacity classes for cars and an invitation motor-cycle class, and racing starts at 3 p.m.

* * *

NOGGIN, NATTER AND QUIZ

THE M.G.C.C. North Western Centre are holding a "Noggin and Natter" at the Woodcourt Hotel, Brooklands, Manchester, on 18th April. An impromptu "Quiz" is also being staged between two teams captained by Reg Holt and Alan Rogers with Jack Twyford as question master. This should be a good evening. Start 7.30 p.m.

* * *

THE VETERAN CAR CLUB OXTEAD RALLY

ON Saturday, 7th April, 48 Veteran and Edwardian cars made their way to the Hoskins Arms Hotel, Oxsted, Surrey. Snow, hail, sleet, and buckets of rain did not daunt the old machines, but the owners of the three or four closed models were greatly envied.

After lunch, a short road trial was held, with marks for accurate time-keeping, general condition, silence, and road manners. Intelligent judges were

thus required, and the Press were well represented on the panel by W Boddy (*Motor Sport*), Bunny Tubbs (*The Motor*), and John Cooper (*The Autocar*). A *RESULTS* representative was seen lying in a very deep puddle beneath a 1903 Panhard, handling hot metal and keeping up a somewhat jaded running commentary. Julian Jane worked out the results most expeditiously during tea, and they were announced by G James Allday, the president of the Club.

RESULTS

Rally

Veterans: 1st, Major Fairhurst (1899 Decauville); 2nd, N. V. Reeves (1899 Benz); 3rd, F E Dell (1904 Humber).

Edwardians: 1st, G. W. Thompson (1905 Rover); 2nd, A. Smith (1911 Renault); 3rd, C. C. Tunell (1908 Rover).

Road Trial

Up to 1900: 1st, Major Fairhurst (1899 Decauville); 2nd, G. J. Allday (1899 Benz); 3rd, H. E. F. Parkinson (1900 Peugeot).

1901-1904: 1st, G. Mawer (1904 Oldsmobile); 2nd, Cdr. Philip Shaw (1904 Mercedes); 3rd, S. J. Humphries (1904 Humber).

1905-1910: 1st, Major H. Browell (1909 Napier); 2nd, Mrs. Mawer (1909 Zeder); 3rd, R. I. Green (1909 Renault).

1911-1916: 1st, H. O. S. Bridcutt (1911 Daimler); 2nd, W. F. Watson (1911 Rolls-Royce); 3rd, E. U. M. Whiteway (1915 Ford); T. R. Lloyd (1914 Rover).

* * *

of the season, a Mystery Run following clues for 18 miles through Sandinstead, Woldingham and Oxted to Betchingey. The second part of the run took participants via Ourwood, South Nutfield, Earlswood, Flanckford and Betchworth to the finishing point at the Dinner Gong Restaurant, Reigate. There were many humorous occurrences during the day and plenty of mud, but only one member fell into a river in search of a clue! All agreed it was a splendid event, including the water-bound member and the A.C.O.C. member who rose at 5.30 a.m. to make the journey from Hayling Island!

RESULTS

Best Performance: G. R. Gray (A.C.O.C.), 84 marks; 2, M. Foy (S.J.C.C.), 84 (1 hr 24 mins. behind); 3, R. Knight (S.J.C.C.), 81; 4, H. Wilkinson (A.C.O.C.), 81; 5, R. Whitman (S.J.C.C.), 79.

The next Southern Jowett fixture is a Rally at Balls Cross Farm, near Petworth, Sussex, on 29th April at 12.00 noon. Further particulars from the Hon Sec R. Knight, 390 Hoe Street, Walthamstow, E.17.

WESTMORLAND APRIL HILL-CLIMB OFF

It is learnt with regret that the Westmorland M.C.C.'s Hill-climb that was to have been held on 28th April, has been cancelled, the reason being that the farmer requires the land surrounding the hill for a "Maternity Home." We add not for his own purposes but for his sheep. We are, however, consoled by the thought that the loss to the sport will be a gain to the Food Minister. The Club propose to hold a closed hill-climb at a later date, but racing cars will not be included. Details later.

SOUTHERN JOWETT MYSTERY RUN

SOUTHERN cars, including six from the A.C. Owners' Club, assembled at Croydon Airport on Sunday, 1st April, for the first Southern Jowett C.C. event

News from the Clubs—continued.

THE CEMIAN CLUB'S CHILTERN TRIAL

The 12th Annual Chiltern Cup Trial of the Cemian M.C. is a closed tourist trial, which takes place on Sunday, 22nd April, commencing from the King's Head Hotel, Hollspur, at 2 p.m.

The event is entirely suitable for closed and non sporting vehicles. The course will cover 50-60 miles in the Chilterns and will embrace four driving tests, a "Regularity Test", time checks and an exercising navigation. Competitors will be divided into open and closed classes and the two classes will not be competing against each other, except for the Chiltern Cup itself.

The finish will be at the Royal White Hart Hotel, Beaconsfield, for tea.

* * *

NORTH STAFFS M.C. INVITATION HILL CLIMB AT PRESCOTT

The North Staffs M.C. have hired Prescott Hill from the Bugatti Owners' Club on Sunday, 20th May, which is the day following the B.O.C. National Hill-climb. A hill-climb event will be held for various classes of blown and unblown sports cars, also a handicap event for production saloons and a handicap event for all types of racing cars. The event is an invitation one and the Club hope that many competitors who have competed in the B.O.C. event on the previous day will stop over and make a full week-end by taking part in both events. Entries to J. H. Greenwood, 21, High Street, Hanley, Staffs.

* * *

EAST ANGLIAN DRIVING TESTS

MINDFUL of members who may later take part in the big International Rallies, and to whom a "preview" of some of the tests would be of value the East Anglian M.C. has decided to hold a series of Driving Tests on Sunday, 29th April. Tests will include the Morecambe "Sensors", the Monte Blackpool "Wiggle Woggle", the Alpine and the Scottish Triangle, and the entry will be divided into three classes: up to 1,300 c.c., 1,301-2,500 c.c. and over 2,500 c.c., open cars running with hood erected.

The Tests take place on Bloomfields' Farm, opposite the Bird in Hand on the Earls Colne-Coggeshall Road, near Halstead, and they start at 2 p.m. The East Anglian M.C. also have their Night Navigation Rally on the agenda for 19th May.

* * *

FUTURE FALCON FIXTURES

The Falcon M.C. will be holding their Night Navigation Trial as a closed event on 28th/29th April, starting from the Mayflower Hotel, Hertford, at 10 p.m. The route will be suitable for all types of vehicles and there will be plenty of food and drink laid on—including a mid-event break and three trophies to be won outright, all for 7s 6d entrance

COMING ATTRACTIONS

- April 14. I.M.R.C. Enniskerry Hill Climb.
Rhyl and Dist. M.C. Rally, N. Wales.
Manchester Univ. M.C. Trial, Derbyshire.
Gainsborough and Dist. M.C. Main Road Night Trial. Start Gainsborough Market Place, 8 p.m.
- April 14-15. Pathfinders and Derby M.C. Scarborough Rally.
W. Hants and Dorset C.C. Moonfleet Rally. Start Dolphin Hotel, Bournemouth, 2.30 p.m.
- April 14-16. Aberdeen and Dist. M.C. Three-day Trial, Aberdeen
- April 15. Blackpool and Fylde M.C. Trial, Lancs.
M.G.C.C. (N.E.) Trial, Yorkshire.
Coppa Inter-Europa (Sports and Touring Cars, 2 hours), Monza, Italy
- April 16-19. Rallye du Soleil, Cannes.
- April 19-29. West German International Motor Exhibition, Frankfurt-on-Main.
- April 21. B.A.R.C. Members' Meeting (Sports Cars) Goodwood.
Half-Litre Club Meeting, Brands Hatch. Start 1.30 p.m.
Hants and Berks M.C. and Bristol M.C. and L.C.C. Versatility Trial.
West of England M.C. Trial, South Devon.
Lagonda C.C. Southern Rally. Start Links Hotel, Liphook.
- April 21-22. M.G.C.C. (Midlands) Welsh Rally. Start Roebuck Lane, W. Bromwich.
- April 22. San Remo G.P. (F.I.). Italy

See, Details from the Honorary Secretary of the Meeting, K. N. Dhondu, 11 Cromwell Road, Ware, Herts.

Just over two weeks later—on Whit Monday—the Club will stage the Town Water Speed Trial once more. This is a closed invitation event. Details of the event are available from the Honorary Secretary of the Meeting, D. Chiles, 16 Owles Lane, Buntingford, Herts.

DERBYSHIRE SPORTING TRIAL

REGS. are now available for the Lancs and Cheshire C.C.'s 10th Derbyshire Sporting Trial which is being held on Sunday, 22nd April. The event will start and finish at the Bull-i'-the-Thorn Hotel, Hurdlow, Nr. Buxton. Starting time 10.30 a.m. This, as many readers will know, is one of the season's major events, and we understand that a really sporting course has been found, covering a distance of about 50 miles. Regs. from R. M. Powell, 63, Kingsfield Drive, Manchester, 20. Closing date for entries 16th April.

J. A. INGHAM (RILEY NINE) WINS BLUBBERHOUSES TRIAL

Good weather graced the Vintage S.C.C. (Northern Section) Blubberhouses Trial last Saturday, and a fine array of vintage machinery left the Crescent Hotel, Ilkley, for the first section, Dob Park, headed by J. Grice's 1923 Jowett. Rayfield's and Emerson's big Bentleys had anxious moments here, and most of the large cars suffered at Mary's Leg. The timed climb at West End Staircase saw B.T.D. going to Murray Austin's Lancia, with Rayfield's Bentley "4½" a close second.

The post-lunch Fast-Slow Test at Stonehouse Inn proved the "decider", and here the Morris Cowleys of Norman Routledge and Jamie Leedal showed their virtues. At Nelson's Column, a down-hill brake test followed by a straightforward ascent, Spence's Lea Francis, Austin's Lancia, Coates's 2 litre Lagonda, were best.

When results were announced back at Ilkley, it was seen that J. A. Ingham had gained Premier Award with his 1930 Riley, while the two Morris-Cowleys gained first-class awards.

PROVISIONAL RESULTS

Premier Award: J. A. Ingham (1930 Riley Nine).

1st Class Awards: N. D. Routledge (1924 Morris-Cowley), R. J. B. Leedal (1923 Morris-Cowley), S. R. Wayne (1926 12-50 Alvis).

Best Performance by a Member of the Light Car Section: R. J. B. Leedal (1923 Morris-Cowley).

Most Meritorious: D. H. Coates (1930 2-litre Lagonda S.).

A.M. REGISTER SOLD OUT

The 1951 Aston Martin Register published by the Aston Martin O.C., has proved so popular with non-members that it was completely "sold out" in 10 days.

A reprint is in hand, and copies will be available in 14 days.

CLUB FIXTURES

Monte Carlo Rally British Competitors' Club.—Dinner and Film Show, 13th April, Pimm's Restaurant, Bishopsgate.

Bentley Drivers' Club (Mid-West).— "Noggins and Natter", 14th April, Abbey Hotel, Romsey, Hants, 6 p.m.

Morgan Three-Wheeler Club.—Speed Trials, 15th April, Madresfield Court, 2.30 p.m. (admission by invitation only).

Bentley Drivers' Club.—Regional Meeting, 15th April, Drum Inn, Cockington, Devon, 12 p.m.

Sheffield and Hallamshire M.C.—Talk on B.R.M. by Raymond Maya, 18th April, City Hall, Sheffield.

Leics C.C.—Social Evening, 18th April, Stoughton Aerodrome Clubhouse.

V.S.C.C.—"Third Thursday" Meeting, 19th April, White Lion, Cobham.

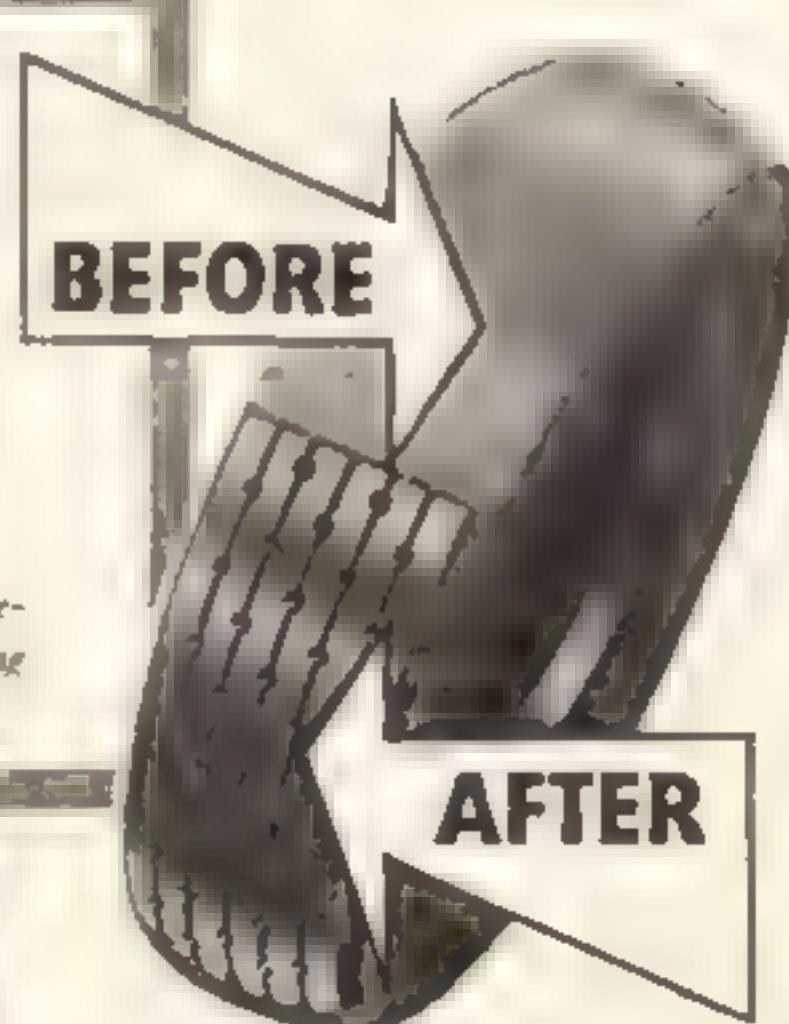
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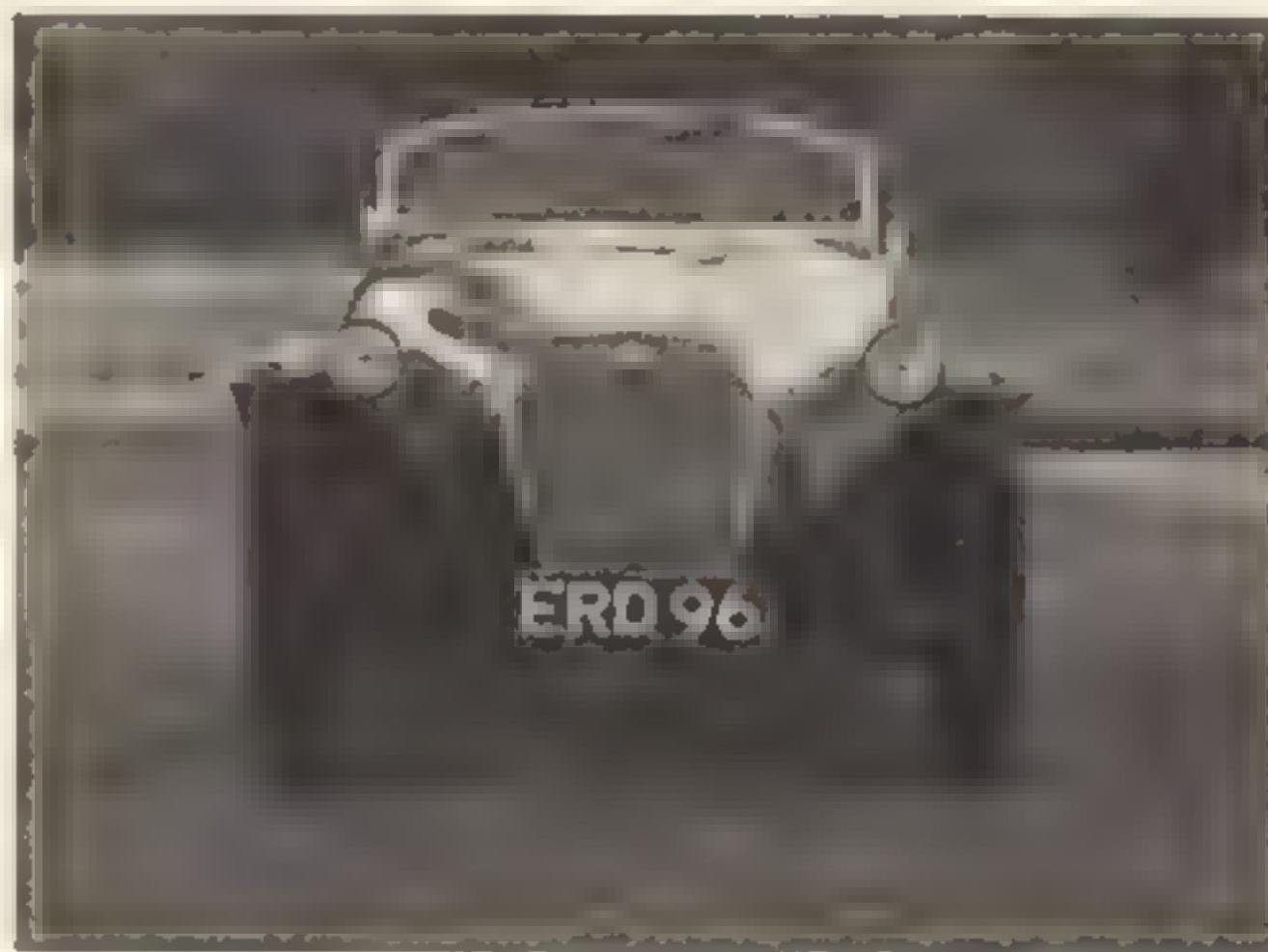
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- 1st do (in heat 1) 1950
- 1st Tenby Hill-climb (unlimited class) July 1949
- 1st do (1,300 c.c. class)
- 1st in class, Gosport Sprint 1949
- 1st Lockhart Bossingham Trial



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14th—B.A.R.C.	Goodwood. (Iter Meeting)
19th—B.O.C.	Prescott Hill Climb

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1925 Bentley 3-litre Sports 2-seater short chassis, rebuilt 1950. BM 1800 camshaft, nearly new tyres, 2 spare wheels, etc. £10 tax. £225

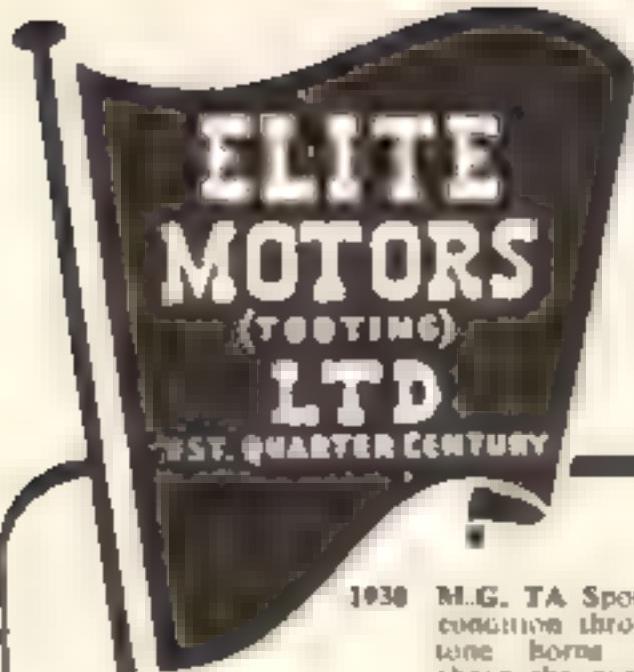
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